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MOTION FOR A RESOLUTION

further to the Council and Commission statements

pursuant to Rule 37(2) of the Rules of Procedure

by Rijk van Dam and Alain Esclopé

on behalf of the EDD Group

on maritime safety and the sinking of the Prestige

European Parliament resolution on maritime safety and the sinking of the Prestige

The European Parliament,

- having regard to its earlier resolutions on safety at sea,
 - having regard to the international treaties concerning maritime safety,
 - having regard to the slow implementation of the Erika I and II packages,
 - whereas the sinking of the Prestige has not only caused considerable ecological, economic and social damage, but has also given rise to discussions on the Community's maritime policy,
 - whereas the circumstances in which oil is transported in waters under the jurisdiction of European countries should be improved,
 - whereas, with a view to ensuring the quality of European maritime policy, swift implementation and execution of the Erika I and II packages and the recent Commission proposals concerning the acceleration of the phasing out of single-hull tankers (COM(2002) 681) is needed,
 - whereas Europe's dependence on crude oil as its main energy source implies a risk of pollution in waters under the jurisdiction of European countries,
1. Takes the view that the Community should strive towards a (maritime) transport policy in which the risks of ecological damage are minimised; underlines that, to avoid endless reforms, Europe must intervene with a single proposal;
 2. Calls on the Member States to implement the provisions contained in the Erika I and II packages without any further delay; stresses the importance of the establishment of the COPE Fund - which can help to cover the cost of pollution damage in the European Union - and the provision of ports of refuge for ships in danger;
 3. Calls for the creation and immediate application of a Community fund, called the COPE Fund, complementary to FIPOL and on the same basis, but with a ceiling of Euro 1 billion, extending its responsibilities to the whole gamut of the transport chain, and calls for an extension of international agreements to cover noxious and dangerous substances;
 4. Stresses that attention should be paid to the provision of facilities that are essential for the swift implementation of the Erika I and II packages, such as the setting up of adequate and workable disaster plans;

5. Calls on the Member States to invest in adequate operational provisions such as qualified staff and rescue-, towage- and cleaning vessels, since these are a prerequisite for effective damage control;
6. Supports the Council and Commission with regard to the phasing out of single-hull tankers; takes the view that an analysis of the existing capacity of double-hull tankers should be made in order to ensure that the Community is not faced with a shortage of oil transport capacity;
7. Emphasises that port state controls should be intensified; stricter checks on seaworthiness are required in order to chain up questionable vessels;
8. Calls on the Commission to make an inventory of the risk of oil spills by leakage from single-hull fuel tanks and to present proposals for preventive international measures should the results give rise to concern;
9. Stresses that the recent maritime accidents reveal the Community's ecological and economic vulnerability; takes the view that the use of alternative energy sources and means of transport (pipeline) should be stimulated;
10. Instructs its President to forward this resolution to the Commission, the Council, the governments of the Member States and of the applicant countries and all the competent maritime authorities.